

1-22. (CANCELED)

23. (CURRENTLY AMENDED) ~~[[The]]~~ An automatic transmission according to claim 22, wherein for a vehicle comprising:

at least one shift control element (1) having at least a second shift control element half (3) that can be brought into active frictional engagement with a first shift control element half (2), and the first and second shift control element halves (2, 3) can be connected, respectively, with a non-rotating transmission component (4) and a rotating transmission component (5); and

a coupling device (6) is provided between the first shift control element half (2) and the rotating transmission component (5);

wherein the coupling device (6) is provided with a frictional element (7) to synchronize engagement of the coupling device (6);

the frictional element (7) of the coupling device (6) comprises a friction surface element (18) which can be axially displaced and is connected to the rotating transmission component (5); and

the coupling device (6) comprises a positive-locking element (8) to form a positive-locking coupling device (6), and wherein the friction surface element (18) is spring loaded against the rotating transmission component (5) such that before the closure of the positive-locking element (8) of the positive-locking coupling device (6), the friction surface element (18) comes into active engagement with the ~~associated~~ first shift control element half (2) in order to synchronize the positive-locking coupling device (6).

24. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 23, wherein the positive-locking element (8) of the positive-locking coupling device (6) is a claw coupling.

25. (CURRENTLY AMENDED) The automatic transmission according to claim ~~[[21]]~~ 23, wherein an actuator (28) is provided for actuating the shift control element (1) and for controlling the positive-locking coupling device (6).

26. (CURRENTLY AMENDED) ~~[[The]]~~ An automatic transmission according to claim 25, wherein for a vehicle comprising:

at least one shift control element (1) having at least a second shift control element half (3) that can be brought into active frictional engagement with a first shift control element half (2), and the first and second shift control element halves (2, 3) can be connected, respectively, with a non-rotating transmission component (4) and a rotating transmission component (5); and

a coupling device (6) is provided between the first shift control element half (2) and the rotating transmission component (5);

wherein the coupling device (6) is provided with a frictional element (7) to synchronize engagement of the coupling device (6);

the frictional element (7) of the coupling device (6) comprises a friction surface element (18) which can be axially displaced and is connected to the rotating transmission component (5); and

the actuator (28) acts on the positive-locking coupling device (6) via a first spring device (17).

27. (CURRENTLY AMENDED) The automatic transmission according to ~~claims~~ 25 claim 26, wherein ~~[[the]]~~ a construction of the actuator (28) is such that, when it becomes necessary to close closing of the shift control element (1) is necessary, before establishing frictional engagement between the halves (2, 3) of the shift control element (1), the positive-locking coupling device (6) can be actuated in ~~[[the]]~~ an axial direction of the shift control element (1) in such manner that the positive-locking coupling device

(6) is synchronized by the frictional element and the form-locking element (8) of the positive-locking coupling device (6) is only then established.

28. (CURRENTLY AMENDED) The automatic transmission according to claim [[25]] 26, wherein the actuator (28) comprises a hydraulic piston unit (14) which, when acted on by pressure, actuates the shift control element (1) and the positive-locking coupling device (6) in the closing direction in each case. ◆◆

29. (CURRENTLY AMENDED) The automatic transmission according to claim 28, wherein the actuator (28) comprises a second spring device (20) which, when it ~~becomes necessary to open~~ opening of the shift control element (1) is necessary, actuates the piston unit (14) in the opening direction of the shift control element (1) and the positive-locking coupling device (6). ◆◆

30. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 28, wherein the actuator (28) is constructed such that when the piston unit (14) is actuated in the opening direction of the shift control element (1) and the positive-locking coupling device (6), the shift control element (1) opens first and then the positive-locking coupling device (6).

31-40. (CANCELED)